decision on whether to grant or deny the request.

PART 339—FUNCTIONS AND DUTIES OF CLERKS OF COURT REGARDING NATURALIZATION PROCEEDINGS

14. The authority citation for part 339 continues to read as follows:

Authority: 8 U.S.C. 1103, 1433, 1448.

15. Section 339.2 is amended by adding a new paragraph (e) to read as follows:

§ 339.2 Monthly reports.

* * * * *

(e) *Use of reports for accounting purposes.* Form N–4 shall be used by state and federal courts as a monthly billing document, submitted to the Service for reimbursement in accordance with section 344(f)(1) of the Act. The Service shall use the information submitted on this form to calculate costs incurred by courts in performing their naturalization functions. State and federal courts will be reimbursed pursuant to terms set forth in annual agreements entered into between the Service and the Administrative Office of United States Courts.

Dated: January 26, 1995.

Janet Reno,

Attorney General.

[FR Doc. 95–2645 Filed 2–2–95; 8:45 am]

BILLING CODE 4410–10–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 93–CE–41–AD; Amendment 39–9136; AD 95–02–18]

Airworthiness Directives; Beech Aircraft Corporation Models 1900, 1900C, and 1900D Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes Airworthiness Directive (AD) 92–06–09, which currently requires repetitively inspecting the engine trusses for cracks on Beech Aircraft Corporation (Beech) Model 1900 and certain Model 1900C airplanes, repairing or replacing any cracked engine truss, and installing reinforcement doublers. That AD also provides the option of installing an engine truss of improved design as terminating action for the repetitive inspections. Since issuing that AD, the Federal Aviation Administration (FAA) has received several reports of these improved design trusses cracking in Area A (as specified in the service information) of the engine truss. This action retains the currently required repetitive inspections, but shortens the repetitive inspection interval in Area A and eliminates the inspection-terminating replacement option; and also incorporates the Beech Models 1900C and 1900D airplanes that have engine trusses of this same type design installed at manufacture. The actions specified by this AD are intended to prevent failure of the engine truss assembly caused by a cracked engine truss.

DATES: Effective March 25, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 25, 1995.

ADDRESSES: Service information that applies to this AD may be obtained from the Beech Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201–0085. This information may also be examined at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Steven E. Potter, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946–4124; facsimile (316) 946–4407.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to Beech Model 1900 and certain Model 1900C airplanes was published in the **Federal Register** on December 1, 1993 (58 FR 63305). The action proposed to supersede AD 92–06–09 with a new AD that would (1) retain the repetitive inspection requirements of AD 92–06–09, extend the applicability to include Beech Models 1900C and 1900D airplanes that have a part number 129–910032–79 engine truss installed, and shorten the repetitive inspection interval of Area A (as specified in the service information) of the engine truss to 100 hours TIS; and (2) eliminate the option of terminating the repetitive inspections on the Beech Model 1900 and 1900C airplanes if an improved design engine truss, 129–910032–79, is installed. The inspections were proposed to be accomplished in accordance with Beech Service Bulletin (SB) No. 2255, Revision V, dated October 1993.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the two comments received.

One commenter concurs with the proposal as written.

The other commenter concurs with the actions specified in the proposal, but states that the engine trusses on the Beech Model 1900 airplanes are hard to identify. This commenter states that Beechcraft 1900 Airliner Communique No. 27, dated February 1993, presents information that helps identify the older engine trusses, and recommends that the FAA reference this document in the proposal. The FAA concurs that the Beech Model 1900 airplane engine trusses are hard to identify, and that Beechcraft 1900 Airliner Communique No. 27, dated February 1993, helps identify these trusses. A NOTE has been added in the proposal that references this service communique as a document that could be used in identifying engine trusses.

In addition, Beech has revised SB 2255 to the Revision VI level (dated August 1994). This document revises the inspection schedule for airplanes having engine truss part number 129–910032–79. Implementation of this schedule would be a reduction from that already proposed. The FAA has determined that this SB should be incorporated into the proposal.

After careful review of all available information including the comments referenced above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for the addition of the NOTE, the incorporation of Beech SB No. 2255, Revision VI, dated August 1994, and minor editorial corrections. The FAA has determined that this minor addition, the SB incorporation, and the editorial corrections will not change the meaning of the AD or add any additional burden upon the public than was already proposed.

The FAA estimates that 279 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 16 workhours per airplane to accomplish the required inspection (one-time in all applicable areas), and that the average labor rate is approximately $60 an hour. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be $267,840. The only additional cost impact on U.S. operators by the required action over that which is currently required by AD 92–06–09 is the

required inspections on 77 Beech Models 1900C and 1900D airplanes or $73,920 (16 workhours × $60 × 77 airplanes). These figures are based on the assumption that no affected airplane owner/operator has accomplished the required initial inspection, and do not account for the cost of repetitive inspections. The FAA has no way of determining the number of repetitive inspections each owner/operator would incur.

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (1) is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the final evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing AD 92–06–09, Amendment 39–8189 (57 FR 8060, March 6, 1992), and by adding a new AD to read as follows:

95–02–18 Beech Aircraft Corporation: Amendment 39–9136; Docket No. 93–CE–41–AD. Supersedes AD 92–06–09, Amendment 39–8189.

Applicability: Models 1900, 1900C, and 1900D airplanes (all serial numbers), certificated in any category.

Compliance: Required as indicated in the body of this AD, unless already accomplished.

To prevent failure of the engine truss assembly caused by a cracked engine truss, accomplish the following:

(a) For Models 1900 and 1900C airplanes with either engine truss part number (P/N) 114–910025–1 or P/N 118–910025–1 installed that is not equipped with reinforcement doublers at the engine firewall attachment bosses, upon the accumulation of 1,400 hours TIS or within the next 100 hours TIS after the effective date of this AD, whichever occurs later, install reinforcement doublers in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Beech Service Bulletin (SB) No. 2255, Revision VI, dated August 1994.

(b) For all affected airplanes having engine truss P/N 129–910032–79 installed, initially and repetitively inspect the engine truss for cracks at the weld joints in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Beech SB 2255, Revision VI, dated August 1994, at the times specified in the following chart:

Models	Area specified in figure 1 of Beech SB No. 2255, Rev. VI	Initial inspection	Repetitive inspection
1900 and 1900C	A	Upon accumulating 1,400 hours TIS*	Every 100 hours TIS.
1900 and 1900C	B and C	Upon accumulating 3,200 hours TIS*	Every 100 hours TIS.
1900D	A	Upon accumulating 3,200 hours TIS*	Every 450 hours TIS.
1900D	B and C	Upon accumulating 3,200 hours TIS*	Every 3,000 hours TIS.

*Or within the next 100 hours TIS after the effective date of this AD, whichever occurs later.

(c) For all Models 1900 and 1900C airplanes having engine truss P/N 118–9100–25–37, P/N 118–910025–121, P/N 114–910025–1 or P/N 118–910025–1, initially and repetitively inspect the engine truss for cracks at the weld joints in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Beech Service Bulletin (SB) 2255, Revision VI, dated August 1994, at the times specified in the following chart:

Area specified in figure 1 of Beech SB N. 2255, Rev. VI	Initial inspection	Repetitive inspection
A	Upon accumulating 1,400 hours TIS*.	Every 100 hours TIS.
B	Upon accumulating 1,400 hours TIS*.	Every 600 hours TIS.
C	Upon accumulating 1,400 hours TIS*.	Every 3,000 hours TIS.

*Or within the next 100 hours TIS after the effective date of this AD, whichever occurs later.

Note 1: Beechcraft 1900 Airliner Communique No. 27, dated February 1993, provides information for identifying engine trusses on Beech Model 1900 airplanes. Copies of this document may be obtained from the Wichita Aircraft Certification Office (ACO) at the address specified in paragraph (f) of this AD.

(d) If any cracks are found during the inspections required by paragraphs (b) and (c) of this AD, prior to further flight, repair the crack or replace the engine truss with one of the applicable truss part numbers specified in the following table, and reinspect the truss at the times previously specified:

Truss part No.	Models	Instructions
118–910025–37 (serviceable truss).	1900 and 1900C.	Applicable Maintenance Manual.
118–910025–121 (serviceable truss).	1900 and 1900C.	Applicable Maintenance Manual.
129–910032–79.	1900, 1900C and 1900D.	Beech Kit 114–9036–1 or 114–9036–3.

Note 2: Installation of an improved design engine truss, P/N 129–910032–79, on any of the affected airplanes does not eliminate the repetitive inspection requirement of this AD.

Note 3: Compliance with a previous revision level of the service bulletin referenced in this AD fulfills the applicable requirements of this AD and is considered ''unless already accomplished''.

(e) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(f) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Wichita ACO, FAA, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(g) The inspections and replacement (if necessary) required by this AD shall be done in accordance with Beech Service Bulletin No. 2255, Revision VI, dated August 1994. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from the Beech Aircraft Corporation, P.O. Box 85, Wichita, Kansas 67201–0085. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(h) This amendment (39–9136) supersedes AD 92–06–09, Amendment 39–8189.

(i) This amendment (39–9136) becomes effective on March 25, 1995.

Issued in Kansas City, Missouri, on January 26, 1995.

Michael K. Dahl,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–2403 Filed 2–2–95; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 94–ANE–40; Amendment 39–9135; AD 95–02–16]

Airworthiness Directives; Pratt & Whitney JT8D Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to certain Pratt & Whitney (PW) JT8D series turbofan engines, that currently requires initial and repetitive inspections of the Number 7 fuel nozzle and support assembly, replacement of the Number 7 fuel nozzle and support assembly with a more leak-resistant configuration, and replacement of aluminum oil pressure and scavenge tube fittings with steel fittings. This amendment adds a requirement incorporated in a new revision of a PW Alert Service Bulletin (ASB) that was omitted from the existing AD to replace an additional aluminum oil scavenge line bolt with a steel bolt. This amendment also makes a correction to a note in the compliance section to apply only to PW JT8D–200 series engines. This amendment is prompted by the need to make these corrections. The actions specified by this AD are intended to prevent fuel leakage from the Number 7 fuel nozzle and support assembly, ignition of that leaking fuel, and liberation of oil from melted oil line fittings, which can result in an uncontained engine fire and damage to the aircraft.

DATES: Effective February 21, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 21, 1995.

Comments for inclusion in the Rules Docket must be received on or before April 4, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94–ANE–40, 12 New England Executive Park, Burlington, MA 01803–5299.

The service information referenced in this AD may be obtained from Pratt & Whitney, Technical Publications Department, M/S 132–30, 400 Main Street, East Hartford, CT 06108. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mark A. Rumizen, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803–5299; telephone (617) 238–7137, fax (617) 238–7199.

SUPPLEMENTARY INFORMATION: On June 29, 1994, the Federal Aviation Administration (FAA) issued airworthiness directive (AD) 94–14–16, Amendment 39–8964 (59 FR 35238, July 11, 1994), applicable to Pratt & Whitney (PW) JT8D series turbofan engines, to require inspection of the Number 7 fuel nozzle and support assembly for evidence of fuel leakage and burning until replacement of the Number 7 fuel nozzle and support assembly with an improved sealing configuration. That AD also requires replacement of the aluminum oil tube fittings with steel fittings. That action was prompted by two reports of uncontained engine fires on Pratt & Whitney (PW) JT8D series engines due to fuel leakage from the Number 7 fuel nozzle and support assembly, ignition of that fuel, melting of aluminum oil pressure and scavenge tube fittings that are in the proximity of the Number 7 nozzle, and augmentation of that fire with the liberated oil. The resulting fire burned through the engine diffuser case and fan ducts, causing an aircraft engine cowl fire. That condition, if not corrected, could result in fuel leakage from the Number 7 fuel nozzle and support assembly, ignition of that leaking fuel, and liberation of oil from melted oil line fittings, which can result in an uncontained engine fire and damage to the aircraft.

Since the issuance of that AD, the FAA noted the omission of the requirement to replace an additional aluminum oil scavenge line bolt with a steel bolt. This additional requirement is incorporated in Revision 2 to PW Alert Service Bulletin (ASB) No. A6170, dated October 20, 1994. Also, the FAA was alerted of an error in the compliance section where the incorrect engine series was specified. In paragraph (b)(2)(iv), the reference to ''all other JT8D engines'' should read ''JT8D–200 series engines.'' In addition, PW has issued Revision 2 to ASB No. A6169, dated October 26, 1994, which differs from Revision 1, cited in the current AD, only by minor, non-substantive changes.

The FAA has reviewed and approved the technical contents of PW ASB No. A6153, Revision 1, dated June 8, 1994, that describes procedures for initial and repetitive borescope inspections of the Number 7 fuel nozzle and support assembly; and PW ASB A6170, Revision 2, dated October 20, 1994, and ASB No. A6169, Revision 2, dated October 26, 1994, that describe procedures for replacement of the Number 7 fuel nozzle and support assembly with a more leak-resistant configuration and replacement of the aluminum oil tube fittings with steel fittings, respectively.

Since an unsafe condition has been identified that is likely to exist or develop on other engines of this same type design, this AD supersedes AD 94–14–16 to continue to require inspection